#### A GYPSY DANCE.

THE PICTURESQUE OUTLAWS OF

A Tumultuous and Inartistic Terpsichorens Orgic - A Royal Guitar Player and Thieving Dancing Girls.

[New York Commercial Advertiser.] It has a very fascinating sound to the tourist in Spain when he is told that he may see the Gitanas dance, and at once visions of the wild wood are conjured to his fancy, with bright logs burning under a gypsy kettle, and the swarthy skinned people circing around it in the wild undulations of their dance. A moment's thought would tell him that this clusive race do not thus exhibit their spontaneous merry-making to the eyes of strangers. This they reserve for their own kindred only, and at moments of joy or victory—joy at having cluded the minions of the law, or victory in having successfully

plumdered the lonely traveler through the wild mountain passes of Spain. The grype shance that the tourist may see is not a spontaneous existence that the tourist may see is not a spontaneous existence that the tourist may see it not a spontaneous existence that the train of the seed that the train of the seed that the subject what the real ene might be.

Although the gypsies are known to be wanderers upon the face of the earth, with no settled home, yet formand may in a measure be called the gypse (by. There are always more of them gathered brown the control of the gypse of the called the gypse of the called the gypse of the gypse of

to be quite indifferent to the noise, but played on quietly and dreamily, unnoticing the wild gyrations before him. The girls, in their turn, were quite as indifferent to him. They had no idea of listening to him, or keeping time to his music; their dancing was an independent affair altogether. We began to wonder why the two had been given in conjunction, as one was quite spoiled by the other.

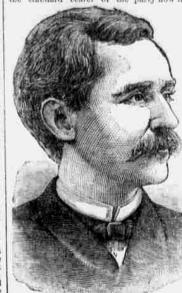
in conjunction, as one was quite spoiled by the other.

The faces of several of these dancing women were very attractive, with a dark, witch-like beauty; but we were vexed to see that they had caught the fashion of the spanish peasant girls in aiding their natural beauty by artifice. Cheap and glaring white toilet powder spoiled the smooth brown skins of these children of the woods, and did violence to all our notions of the fitness of things. To deck themselves for this occasion they had evidently fished out of their dirty caves on the side of the mountains all the fluery they possessed. Over garments that were torn and dirty they had drawn skirts of bright colored cottons, pink, green, red, and yellow, with overskirts of draggied white muslin. Scarfs that resembled cotton chair tidles adorned their necks, and in the black braids of coarse tons, pink, green, red, and yellow, with overskirts of draggied white muslin. Scarfs that resembled cotton chair tidies adorned their necks, and in the black braids of course hair were placed paper flowers of gaudy hues. Arms, necks, and ears shone with tawdry jewelry, but the effort at adornment had not extended to their feet. These were incased in coarse and muddy shoes, the noise of which resounding upon the bare boards of the floor added to the discordant sounds, of which the place was full. We began to fear for the room, which trembled with the active swaggering, heating, and running to and fro of these gypsy vagabonds. To gaze long upon revels that were quite without grace became wearisome, and we left before the performance was over, their noise and shouts following us half across the Alhambra woods.

The Final Victory. The complaint of Hamlin, McIraine, and others to General Assembly against the action of the synod of Baltimore in the Todd case was turned out of court on the 34th instant by the unanimous vote of the judicia

JOSEPH W. FIPER, Standard Bearer of the Illinois Re-

publicans. The Republicans of Illinois have nomi nated for governor Joseph W. Fifer. The candidate is a good campaign speaker and represents the younger and more vigorous section of his party. He enters the field as the standard bearer of the party now in



power, and Gov. Oglesby will be succeeded by Republican Gov. Fifer.

Mr. Fifer was born in the year 1842 at Stannton, Va. He was in his teens when his father settled in McLean county, Ill., to cultivate a small farm. The four years beginning with 1857 were spent by young Fifer in helping his father to clear the land, alternating this laborious occupation with bricklaying. With his country's need he loined an Illinois regiment as a private soldier. Fifer was terribly wounded at Jackson, Miss., on July 13, 1893. He recovered from his injuries, and toward the end of 1864 become a student at the Illinois Wesleyan University, Bloomington, where he was graduated in 1868. He had read law about two years when, in 1860, he was admitted to the bar. In 1871 he was elected corporation counsel of Bloomington; the next year state's attorney. After eight years' continuous service in this capacity he was elected to the state senate, of which he was a member four years. His services as senator gave him great local distinction. Since his retirement from the senate Mr. Fifer until now has steadily pursued the practice of his profession. His career is an interesting chapter in American biography.

THE GROWTH OF RAILWAYS. Marvelous Changes and What They

Mean to Civilization. Thos. Curtis Clarke in Scribner's for June. The grand function of the railway is to change the whole basis of civilization from nilitary to industrial. The talent, the energy, the money which is expended it maintaining the whole of Europe as

crgy, the money which is expended in maintaining the whole of Europe as an armed camp is here expended in building and maintaining railways, with their army of 2,000,000 of men. Without the help of railways the rebellion of the southern states could never have been put down, and two great standing armies would have been necessary. By the railways, aided by telegraphs, it is easy to extend our federal system over an entire continent, and thus dispense forever with standing armies.

The moral effect of this upon Europe is great, but they six all ender the will one day abolished landlordism in Irean hearly abolished landlord in Irean hearly abolished landlord in Irean hearly abolished landlord hearly abolished landlord landlord hearly abolished landlord hearly abolished landlord landlord hearly abolished landlord landlord hearly abolished landlord la

possible.

Railways have so cheaped the cost of transportation that, while a load of wheat loses all of its value by being hauled 100 miles on a common road, meat and flour many and the properties of the proper enough to supply one man a year can, ac-cording to Mr. Edward Atkinson, be hauled 1,500 miles from the west to the east for one day's wages of that man, if he be a skilled mechanic. If freight charges are dimished in the future as in the past, this

skilled mechanic. If freight charges are dimished in the future as in the past, this can soon be done for one day's wages of a common laborer.

The number of persons employed in constructing, equipping, and operating our railways is about two millions.
The combined armies and navies of the world, while on peace foot, will draw from gainful occupations 3,455,000 men.

Those create wealth; these destroy it. Is it any wonder that America is the richest country in the world?

The Manitoba system was extended last year through Dakota and Montana a distance of 545 miles. A small army of 10,000 men, with about 3,500 teams, commanded by Gen. D. C. Shepard, of St. Paul, a veteran engineer and contractor, did it all between Apr. 2 and Oct. 10, 1887. All materials and subsistence had to be hauled to the front from the base of supplies. The army slept in its own tents, shantles, and cars. The grading was east up from the side ditches, sometimes by carts, and sometimes by the digging machine.

Everything was done with military organization, except that what was left behind was a railway and not earthwork lines of defense. Assuming that this railway, ready for its equipment, cost \$15,000 per mile, or \$8,175,000, and if it be true, as statisticians tell us, that every dollar expended in building railways in a new country adds ten to the value of land and other property, then this six months' campaign shows a solid increase of the wealth of our country of over \$80,000,000. Had it been necessary for our government to keep an army of observation of the same size on, the Canadian frontler geo.00,000. Had it been necessary for our government to keep an army of observation of the same size on the Canadian frontier there would have been a dead loss of over \$8,000,000, and the only result would have been a slight reduction of the treasury sur-

plus.

It must be remembered that this railway

It must be remembered that this railway It must be remembered that this railway was Built after the American system; when the rails were laid, so as to carry trains, it was not much more than half finished; the track had to be ballasted, the temporary wooden structures replaced by stone and iron, and many buildings and miles of sidings were yet to be constructed. But it began to earn money from the very day the last rail was laid, and out of its earnings, and the credit thereby acquired, it will complete itself.

King's Palace Bulletin for the Com-

ing Week.

Children's hats trimmed and untrimmed at 19, 22, 35, 46 cents and up. For 19 cents we offer an elegant untrimmed rough-and-ready straw, rolling sallor, all colors, good value, and cheap at 39 cents; an elegant trimmed, mixed sallor, plain straw, straight or rolling prin, good quality at 25 cents. We have put the knife into all the hats in our children's department, and will soil at naif price. Call early to get the best selection, as the quantity is limited, and at the prices will find quick sales. A complete assortment of white hats from 25 cents up; all the latest shapes we are constantly receiving, and place them upon our counters at twenty per cent-cheaper than can be bought elsewhere. All in need of millinery will find it to their benefit to give us a call, and post yourself regarding prices and styles. King's Palace, 814 Seventh steet northwest. ing Week.

The fourth volume of "Appleton's Cy-clopedia of American Biography," among others, will contain articles by Justice Brad. ley on John Marshall, Prof. Henry Copper on Gen. McClellau, Dr. Oliver Wendell Holmes on John Lothrop Motley, Gen. Bradley T. Johnson, and on Gen. James Long

street. Among the articles contributed by the cilitors are James K. Paulding and George Peabody, by Gen. James Grant Wilson; and James Madison and James Otls, by Prof. John Fiske. There are nearly three bundred vignettes, including pictures of celebrated churches and other public buildings, birthplaces, statues, and monuments, and ten steel portraits.

DICKENS'S CHARACTERS.

Where He Found Some of the Pro totypes.

[From Temple Bar.] During the time that Dickens and "Phiz" were investigating the subject of the York-shire schools, they lodged at the principal hotel in Barnard Castle, in the county of Durham, and immediately opposite the hotel was a watchmaker's shop, easily seen by the novelist from his sitting room window Over the shop-front was conspicuously placed the name of "Humphreys, Clock-maker," which fixed itself so indelibly on the author's mind that he gave it to the clockmaker in his next story, and wrote to tell "Mester Humphreys" what he had done, sending him, at the same time s copy of "Nicholas Nickleby." As for the original of the famous clock itself, for the original of the famous clock itself, we learn that its manufacture was begun in 1828 by William Humphreys, son of Thomas Humphreys, the then proprietor of the shop. On its completion the following year it was placed in a niche on the right hand side of the glass shop door, where Dickens first saw it, and where in passing he frequently consulted it for the correct time, thus becoming acquainted with the owner and his son, Master Humphreys. The shop was a veritable "curiosity shop," containing, as it did, such a miscellaneous collection of toys, clocks, philosophic instruments, and refles innumerable.

clocks, philosophic instruments, and refles innumerable.

One of the most amusing characters in the "Old Curlosity Shop" is that of the small slipshod girl who were "a dirty coarse apron and bib, which left nothing of her visible but her face and feet," and who was called "the marchioness" by that choice spirit, Mr. Richard Swiyeller, in order "to make it seem more real and pleasant," The novelist took his first impression of this domestic young person from a maid-of-all-work possessed by the Dickens family when living in Bayham street, Camdentown. She was an orphan from the Chatham-workhouse, and continued to wait upon her employers during their incarceration in the Marshalsea. Like young Charles Dickens, she had a lodging in the neighborhood of the prison, that she might be early on the scene of her duties; and when Charles met her, as he would do occasionally, in his lounging place by London bridge, by would econy the time before the

when Charles met her, as he would do oc-casionally, in his lounging place by London bridge, he would occupy the time before the gates opened by telling her most astonish-ing fictions about the wharves and the tower. "But I hope I believe them my-self," he would say.

The room which young Dickens then oc-cupled was a back attic in the house of an insolvent court agent in Lant street, Boro', where Bob Sawyer lodged many years after-ward. His landlord was "a fat, good na-tured, kind old gentleman. He was lame, and had a quiet old wife; and he had a very innocent grown-up son, who was lame, too." The elderly couple and their only son were dead when these particulars were related by Dickens to his blog, rapher, who informs us that they live still very pleasantly, in another form, as the Gar-land family in the "Old Curlosity Shop." Turning to a minor character in the story,

rapher, who informs us that they live still very pleasantly, in another form, as the Garland family in the "Old Curiosity Shop." Turning to a minor character in the story, it is said that she first study for the poet of Mrs. Jarley's wax work was made from one of the rhymesters regularly employed by Robert Warren, the blacking manufacturer, whom Dickens remembered so well.

In the preface to an early edition of "Martin Chuzzlewit" Dickens speaks of Mrs. Gamp as a fair representation, at the time the book was published, of the hired attendent on the poor in sickness, but, as Mr. Foster says, he might have added that the rich were no better off, for Mrs. Gamp's original was in reality a person bired by a most distinguished friend of his own, a lady, to take charge of an invalid very dear to her, and the common habit of this nurse in the sick room, among other Gampish peculiarities, was to rub her nose along the top of the tall fender, in spile of Mrs. Gamp's propensity for strong drink and other humorous side of her character, nor deny that she is a general favorite.

It has already been said that Dickens, when a mere lad, lodged near the Marshalsea during his father's incarceration there. Before he lived with the originals of the Garland family he was handed over to a reduced old lady long known to his parents, a Mrs. Roylance, who took children in to board, and had done so at Brighton. With a few alterations and embellishments, this lady unconsclously sat for Mrs. Pipchin in "Dombey and Son," when she took in young Charles Dickens. The well known illustration, representing Mrs. Pipchin and Paul at the fire, greatly distressed the author because "Phiz" failed to realize the scene as the former had concelved it.

It is, perhaps, not generally known that

Paul at the fire, greatly distressed the author because "Phiz" failed to realize the scene as the former had conceived it.

It is, perhaps, not generally known that the original of Paul Dombey was a nephew of Dickens. He was the only child of Mr. and Mrs. Burnett (Fanny Dickens), and Master Harry Burnett is described by one who knew the family well as "a singular child, meditative and quaint in a remarkable degree. He was the original, as Dickens told his sister, of little 'Paul Dombey.' Harry had been baken to Brighton, as 'little 'Paul' is represented to have been, and had there, for hours, lying on the beach with his books, given utterance to thoughts quite as remarkable for a child as those which are put into the lips of Paul Dombey. \* \* The child seemed nevertired of reading the Bible, and his hymns and other good books suited to his age; and the bright little fellow was always happy." There can be no doubt that Dickens, in his pathetic description of Paul's experience of life, recorded some of his recollections of the days when he was under the protection of that stern guardian, Mrs. Roylance.

Dickens considered "David Copperfield" as the best of his books, and the reason for the protection of that stern guardian, Mrs.

the protection of that stern guardian, Mrs. Roviance.
Dickens considered "David Copperfield" as the best of his books, and the reason for his preference may be looked for in the fact that it is to a great extent autobiographical. The author has himself declared that many of the incidents in David's career are identical with those experienced by himself, so that, up to a certain point, he may be considered as the prototype of the hero of the story. To a certain extent, also, Mr. Micawber was a portrait of the movelist's father, who, like him, was remarkable for rhetorical exuberance, a peculiarity which found frequent and always agreeable expression in many of the novelist's letters, written long before "Copperfield" was thought of. "No one," says his biographer, "could know the elder Dickens without secretly liking him the better for these flourishes of speech, which adapted themselves so readily to his gloom as well as to his cheerfulness, that he was difficult not to fancy they had helped him considerably in both, and had rendered more tolerable to him, if also more possible, the shade and sunshine of his checkered life.

— — — It delighted Dickens to rembember that it was one of his connections his father wrote a celebrated sentence: 'And I must express my tendency to believe that his longevity is (to say the least of it) extremely problematical.'" There also existed in the personal appearance of Micawber a resemblance to that of his prototype. A friend and neighbor of Mr. John Dickens describes him as "a chatty, pleas ant companion, possessing a varied fund of anecdote and a genuine vein of humor. He was a well-built man, rather stout, of very active habits, a little pompous, and very proud (as well he might be) of his talented son. He dressed well and wore a goodly burch of scale suspended across his waist-coat from his watch chain.'

A writer says that Dickens also availed himself of certain peculiarities of Thomas Powell, "a so-called literary man," of America, many of whose idlosyneracles were set forth

Boston Index" some years ago. Like Micawber, Powell had a trick of becoming Micawber, Powell had a trick of becoming very confidential on small or no provocation. He also had a large family, and a perfect mania for writing letters, even to persons in the same room—other points of resemblance to Mr. Dickens's Micawber.

Dora Spenlow, David Copperfield's "childwife," was drawn from a living person, for Dickens, too, had his Dora in 1820, who, like David's flaucee, "was striven for as the only thing to be attained, and even more unattainable, for neither did he succeed, nor happily did she die; but the one idol, like the other, supplying a motive to exertion for the time, and otherwise opening out to the idolator, both in fact and fettion, a highly unsubstantial, happy, foolish time."

And now on the midnight sky I look. And my heart grows full of weeping.
Each star is to me a scaled book
Some tale of that loved one keeping.
We parted in silence, we parted in tears.
On the hills of that lonely Coshoston.
But the odor and bloom of those bygone years
Shall hang over its hills foreyer. a highly unsubstantial, happy, foolish time.' A letter from Dickens to his biographer con

COURTLAND C. MATSON,

Democratic Candidate for Governor of by Rear Admiral Almy. Unusual interest is taken in Indiana poli

ties at this time, the present governor, Isaac P. Gray, having succeeded in taking the foremost place in the Democratic ranks of that commonwealth, and being, it is gen erally understood, in the field with the

ally known:

hope of being nominated for the Vice Presidency. Gov. Gray's term will expire January next, and his successor will be elected Tuesday after the first Monday of November this year—the great day of the year. The Democrats are in the field with Congressman Courtland C. Matson as their candidate.

Indiana.

didato.

The congressman's residence is at Green-castle, and he is a native of the state which delights to do him honor. He was born at Brookville on Apr. 25, 1841. He had graduated at the It diam Asbury University before the outbreak of the war, when he enlisted as a private soldier in the Union army. The regiment he joined was the 16th Indiana volunteers. He remained in it about a year. After that time he joined the 6th Indiana cavalry, in which he continued to serve until October, 1865. He was colonel of the regiment during the last part of onel of the regiment during the last part of

When Col. Matson returned to civil life he read law. He began practice at Greencastle promptly after his admission to the bar. His public services previous to his present membership in the fiftieth Congress, comprise three terms as prosecuting attorney of different courts, in "the Hoosie state," and membership in the forty-seventh, forty-eighth, and forty-ninth Congresses.

PARALYZING THE MILLS BILL. How Good Democrats Abbreviated

the Free List Last Night. Yesterday evening the Democrats of the House assembled in caucus to consider pro-posed amendments to the Mills bill. The attendance was large, and the caucus was presided over by Mr. McCreary, of Kentucky, while Mr. Wilson, of West Virginia, as secretary, Mr. Randall a good deal of fun neted by being out of town. Mr. Mills was present, however, and his heart must have ached at the manner in which good Democrats paralyzed his free list. On motion of Mr. Lawler, of Illinois, glue

was taken from the free list and allowed to remain at its present rate of duty—namely, 20 per cent, ad valorem.

When plate-glass was reached Mr. Clardy, of Missouri, earnestly besought the caucus to adopt his amendment (which had been to adopt his amendment (which had been rejected by the committee) restoring to existing rates the duties on plate glass. He said that this was a matter of vital interest in his district, and adverse action by the party might result in political disaster. Mr. O'Neill, of Missouri, supported Mr. Clardy and took occasion to defend the right of representatives to vote according to their convictions upon amendments offered in the House. His remarks excited considerable facility in the causes and a lively debate

House. His remarks excited considerable feeling in the caucus and a lively debate followed.

The following articles were then taken from the free list and restored to existing rates of duty: Glue, gellatine, and all similar preparations, fish glue or isinglass; liquorice juice, nitrite of soda, hone black, wavy drop black and bone char, hatter's furs not on the skin, plaster of paris when ground or calcined.

furs not on the skin, plaster of paris when ground or calcined.

Plate glass of sizes larger than 24 by 30 inches was restored to the present rate of duty. Marble (rough) was made dutiable at 45 cents per cubic foot. It was on the free list of the bill, and now pays a duty of 65 cents. Liquorice paste or rolls was raised from 4 cents (as in the bill) to 5 cents per pound.

It was also resolved to fix the duty on

per pound.

It was also resolved to fix the duty on slabs and billets of steel at \$17 per ton (the existing rate), instead of \$11 per ton, as fixed by the bill.

On motion of Mr. Ford, of Michigan, German looking-glass plates were added to the free like. he free list.

Mr. Rayner succeded in having window

glass and bottles restored to the existing duties. Eucaustic tiles, not glazed or enameled, were reduced in duty from 30 to

canneled, were reduced in duty from 30 to 20 per cent., and jute bags for grain were placed on the free list.

Mr. Tarsney, of Michigan, made a strong plea to have the duty on salt reduced in stead of making it duty free, but before the paragraph relating to that article was reached Mr. Tarsney was obliged to leave the hall and no final action was taken.

A long discussion then arose as to the rates of duty imposed by the cotton schedule, but no change was made and the caucus adjourned to meet Monday night. Meanwhile a resolution was passed imposing absolute secrecy upon all members as to the night's proceedings.

The sections relating to cotton bagging were under consideration when the adjournent was had. The legislative appropriation bill will be pressed to a conclusion in the House before the tariff bill is again taken up.

Missouri Democrats. The Missouri Democratic Association held a meeting last evening in its rooms at Solari's, Second Vice President J. H. Clinon in the

meeting iast evening in its rooms at Solari's, Second Vice President J. H. Clinon in the chair and Lewis V, Bogy, of St, Louis, as secretary. The following delegates to the Democratic National League convention, to be held at Baltimore on Independence day were increase by ballot Representatives, Charles H. Mansur and J. P. Walker, Col. Wo. F. Switzler, Messrs, S. B. Cunningham and Booloy; alternates, F. L. Lyles, John M. Blevins, Correspondent Stofer, of the Missouri Republicon; Jas. N. Edwards, and E. P. Baldwin. It was decided that the delegates wear suitable badges, to be chosen by the committee of managers.

Speeches were delivered by Chief W. P. Switzler, of the bureau of statistics; James N. Edwards, N. A. Peery, and others. Fellx McCloskey, of Tammany Hall, delivered an cloquent and practical speech on the probable results of the Cleveland policy, which was not thoroughly encouraging to his hearers. Judge Holliday followed in a short speech. The meeting concluded with stirring banjo duets by the well-known local artists, Joseph D. McCauley and Charence Moore, after which the meeting adjourned until to-morrow evening, when delegates to the St, Lonis conveniton will be chosen.

See the \$10 men's bargain suits. Eisems Bros., 7th and E, manufacturing clothiers an tailors.

WE PARTED IN SILENCE.

We parted in silence, we parted by day, On the hills of that lonely Coshocton; Where the fragrant limes their boughs unite, We met, and we parted foreyer; The day birds sing, and the planets above Told many a touching story, Of friends long piessed to the kingdom of love Where the soil wears its mantle of glory.

We parted in silence, my cheeks were wet With the tears that were past controlling. We vowed we would never—no, never forget and those yows at the time were consuling. But those lips that echoed the sounds of mine Are as cold as some lonely river. And that eye that beautiful spirits shrine Has shrouded its fires forever.

CALIFORNIA HISTORY.

Interesting Facts Related in a Speech

At the meeting of the National Society of California Pioneers at Marshall Hall, on th Potomac river, May 19, Admiral Almy made the following speech, in which will be found some facts in connection with the manner in which California came into the possession of the United States not gener-

ally known:

Mr. President and members of the National Society of California Pioneers: At the reunion of the California pioneers: At the reunion of the California pioneers a year ago it struck me that sufficient notice was not taken of the person and his services who was called in these days the master spirit in the conquest of California—Commodors Robert F. Stockton, of the navy.

The public documents of that period inform as that in January, 1846, Col. John C. Fremout, of the United States topographical engineers, arrived at Monterey, Cal., on an exploring expedition, and he might well be called the first and foremost of the California ploneers. At this time the Mexican Gen., Castro was military commandant of Monterey.

Monterey.
On the 23d of July, 1846, at Monterey, Commodore Sloat, after hoisting the American flag, relinquished, and Commodore Stockton assumed command of the Pacific squadron, issued his proclamation assuming the command-in-chief, civil and military, and placing the country under martial large. the command in chief, civil and military, and placing the country under martial law. On the 1st of August Commodore Stockton sailed for Santa Barbara. After leaving a garrison at this place he proceeded to San Pedro, which is about thirty miles distant from Los Angeles, and where he landed 300 sailors and marines. From there he marched with his forces on to Los Angeles, then commanded and occupied by Gen. Castro with a force treble that of the invalers.

On the 13th of August Los Angeles capitulated, and Commodore Stockton took possession of the capital of California. In September he formed a vivil government and appointed Col. Fremont governor.

General Castro sent a message to Commodore Stockton, "that if he marched upon the town he would find it the grave of his men."

the town he would find it the grave of his men."

"Then", said the Commdoore, "tell your general to have the bells ready to toll in the morning at eight o'clock, as I shall be there at that time."

General Kearney, of the U. S. Army, was attacked Dec. 6, 1846, near San Pasqual, and worsted, having 18 killed and I4 wounded. A detachment under Lieut. A. F. V. Gray, of the Navy, from the U. S. frigate Congress, of 215 men, was then immediately sent by Commodore Stockton to the relief of General Kearney. They found him besieged on the hill of San Bernado, without water, provisions, or horses, and his men worn out with fatigue. Upon the approach of Lieutenant Gray, the enemy withdrew and the general and his dragoous were escorted to San Diego.

A few months after the Mexicans, with a vastly superior force, attacked Los Angeles

A few months after the Mexicans, with a vastly superior force, attacked Los Angeles and recaptured it. Commodore Stockton was at San Francisco at this time, and immediately set sail for San Diego, a distance of 650 miles. An expedition was immediately planned, consisting of 550 sailors and marines and Gen. Kearney's sixty dismounted dragoons, to recapture Los Angeles. They started about the last of January, 1847. The battles of San Gabriel and the Mesa were fought on the 5th and 9th of January, 1847. On the 10th Commodore Stockton entered Los Angeles at the head of his forces and again took possession of it. The same American flag which Maj. Gillespie had been compelled to strike the commodore ordered to be again raised. This decided the fate of California. It broke effectually the spirit of resistance to American an ally the spirit of resistance to American a

hority.
It has always been considered that Com-It has always been considered that Com-modore Stockton was the conqueror of Call-fornia, and he was spoken of as such in the official documents of the day. The Sec-retary of War, in his annual report of that period, thus speaks of the events in Call-fornia:

Commodere Stockton took possession of the whole country as a conquest of the United States, and appointed Col. Fremont governor under the law of nations, to assume the functions of that office when the commodore returned to his squadron.

The Secretary of the Navy, in his annual eport, says: At the commencement of the war with Mex-ico the United States had no military force in California, and the conquest of that country was, from necessity, therefore devolved ex-clusively upon the navy.

In another official communication he says: In another official communication he says:
In the Pacific, our squadron, with means not fitted for inland operations, acting independently, and in eo-operation with a small pertion of our gallant army, effected the conquest of California. In supplying the deciency of his means, and in preparing for and executing an inland campaign with the crews of his ships, Commodere Stockton displayed the highest military resources and the greatest energy. Since his memorable march from San Diego to Los Angeles, a distance of 150 miles, and the 8th and 9th of January, 1847, that country has been tranquil, our possession undisputed, and its inhabitants have halled the cession of California to the United States with grateful satisfaction.

A printing press was procured, and Com-

A printing press was procured, and Commodore Stockton, from his own purse, provided the means for establishing a newspaper, which he gave in charge of the Rev. Watter Colton, chaplain of the United States frigate Congress.

Some little time after Mr. Colton wrote to the commodore, saying the Toyau, sie, Call.

the commodore, saying: "To you, sir, Call-fornia is indebted for her first printing press fornia is indebted for her first printing press and for her first school house."

Thus, gentlemen, California pioneers, you have a record of the highly important ser-vices performed by an energetic, patriotic naval hero, who contributed so much to give us California.

Gentlemen, California ploneers, I propose that you fill, and that we drink to the mem-ory of Commodore Robert F. Stockton, standing and in silence.

ILLITERACY INCREASING.

In Louisiana the Whites and Blacks are Worse Off than in 1880. A recent dispatch from New Orleans

ctates that the report just issued by the secretary of state, showing the number of registered voters in Louisiana at the late election, is far from pleasant reading to the riends of education, as it shows that illiteracy is still increasing. Here is a com-parison with the returns of the census on ILLITERATE VOTERS IN LOUISIANA.

Order the SUNDAY REFUNDIONS, only 10 cents or month, delivered by carrier and mail.

DIED.

CISSEL.—On May 25, 1888, at 11:50 p. m., Many Carnantse, beloved wife of William II. II. Cissel, and daughter of John and Catharine Higgles.
The funeral will take place from her lat residence, 441 M street northwest, on Monda next at 2 p. m. Relatives and friends are by vited to attend.

UNDERTAKERS.

W. R. SPEARE, Undertaker, 940 F Street Northwest.

Everything strictly first-class and on the

mos reasonable terms. [Camp chairs to hire for all occasions.] TELEPHONE CALL-340.

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## The National Republican Company,

E. W. FOX, President and Manager, Washington. D. C.

**OUR SECOND** 

Wilton Velvets, Moquettes, Body Brussels, and Tapestry Carpets.

We will commence on Mon-day, May 21, and continue through the week, a sale of our entire stock of Remnants and Odd Pieces Wilton Vel-vets, Moquettes, Body Brusvets, Moquettes, Body Brussels, and Tapestry Carpets. Prices from 25 to 50 cents per yard less than same goods can be purchased elsewhere. Our object in making this sacrifice is to close out all the goods possible preparatory to adding two more atory to adding two more floors to our building and making general improve-ments throughout. We have placed a price upon them that will insure the sale of every piece during the next

Read the following list and note the prices:

WILTON VELVETS. BODY BRUSSELS.

. 51) yds. Body Brussels at.....

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The above list comprises all the well-known makes of Wilton Velvets, Body Brussels, and Tapestries, such as Bigelow's, Lamell's, Roxbury's, Stinson's, Smith's, Sanford's, &c., all guaranteed perfect.

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Agency, 437 7th st. N. W., Washington, D. C. my27-31

PROPOSALS.

WASHINGTON, D. C. MAY 28, 1888.—
We sended proposals will be received at the office of the Commissioners of the District of Columbia until 2 o'clock m. of PRIDAY, JUNE 16, 1888, for furnishing the various branches of the District government with general characteristics. branches of the District government with general supplies, comprising stationary, blank forms, and printing, school books, furniture, hardware, finware, plumbers' material, groceries, boots and shoes, drugs, glass, paints, varnishes, lumber, forago, meats, castings, fuel, dry goods, ice, and telephone supplies. Blank forms of proposals, together with all information, can be obtained upon application at Room 29, District Building, First street northwest, between B and C streets. The right is reservoiste reliest any and all bids or parts of bids.

WILLIAM B. WERSTLEY, CHAS, W. RAYMOND, C. Comminissioners, D. C.

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BONDS and LOCAL STOCKS.

TRAVELERS GUIDE. DIEDMONT AIR LINE.

SCHEDULE IN EFFECT MAY 11, 1888, Trains leave B. & P. Station, Sixth and B

Trains leave B. & P. Station, Sixth and B streets—
8:00 A. M.—East Tennessee Mail daily for Warrenton, Gordonsville, Charlottes-ville, Lunchburg, and stations between Alexandria and Lynchburg, Roanose, Bristol, Knoxyile, Rome, Calera, Montgomery, and New Orleans, Pullman Sleeper Washington to New Orleans.

11:24 A. M.—Fast mail daily for Warrenton, Charlottesville, Gordonsville, stations Charlottesville, Gordonsville, atations Charlottesville, Gordonsville, atations Charlottesville, Gordonsville, and Stations between Lyrichburg and Danville, Greenshore, Raleigh, Charlotte, Columbia, Augusta, Atlanta, Bleningham, Montgomerr, New Orleans, Texand

ville, Chelmrati and St. Loria, Pullman Sleepers and solid trains Washington to Louisville; also for Lynchburg, Bristol, Chatlanoga, Menjohs, Little Brock, and all southwestern points, Through Pullman Sleepers Washington to Memphis without change.

11:00 P. M.—Southern Express daily for Lynchburg, Danylin, Baleigh, Asheville, Charlotte, Columbia, Alken, Augusta, Atlanta, Montgomery, New Orleans, Texas, and California, Pullman Sleepers Washington to New Orleans, Canada and Montgomory, Pullman Sleepers Washington to New Orleans, Via Atlanta and Montgomory, Pullman Sleepers Washington to Augusta, et al. Without change.

TRAINS ON WASHINGTON AND OHIO DIVISION.

Leave Washington 380 a. m. daily, except Sanday, and 4:55 p. m. daily, arriving at Bound Hill 11:48 a. m. and 7:21 p. m.; returning, loave Romed Hill 4:50 a. m. daily and trabp, m. daily, except Sunday, arriving Washington 8:50 n. m., Through trains from the South via Charlotte, Danville, and Lynchburg, arrive in Washington 8:50 n. m.; via Chesapoake and Ohio routo and Charlottesville, at 19:00 p. m. strasburg local 4:57 a. m.

Theetas Sleeping Cat reservation, and infor-Charactership, as a fine at 1837 a. in.
Tickets, Sieping Car reservation, and information, furnished and baggage checked at effice, 1300 Pennsylvania avenue, and at passenger station, Pennsylvania milroad, Sixth and B streets.

JAS, L. TAYLOH,
General Passenger Agent.

RALTIMORE & OHIO RAILROAD. SCHEDULE IN EFFECT APR. 20, 1888.

ati & St. Louis, Exp. Daily 2:00 For Pittsburg & Cleveland, Exp. Daily 1995
A. M. 9, 13 P. M.
For Lexington and local stations (10, 10 A. M.
For Lexington and local stations (10, 10 A. M.
For Pinhadelphia, Nowark, and Witmanton,
120 A. M., 205 P. M., 525 P. M., daily, Express,
For intermediate points between Ballimore
and Pioladelphia, (5 A. M. and 93:15 P. M.
For Singerly and Intermediate points, 37:30
A. M., and 84:30 P. M.
For Ballimore, 5, 639, 640, 739, 839, 945
A. M., 113, 295, 339, 439, 439, 535, 535, 645, 835,
and 10:30 P. M. Sundays, 639, 739, 838, 943
A. M., 113, 295, 339, 439, 439, 575, 575, 645, 845,
and 10:30 P. M.
For ANNAPOLIS, 649, and 830 A. M., 12:10 and 10:30 P. M.

For ANNAPOLIS, 0:49 and 8:30 A. M., 12:10 and 4:30 P. M. On Sunday, 8:30 A. M., 12:10 and 4:30 P. M. On Sunday, 8:30 A. M., 4:35 P. M. Leave Annapolis, 6:49, 8:37 A. M., 12:95, 2:20, 6:20 P. M. Sundays, 8:30 A. M., 4:30 P. M. For Way Stations between Washington and Baltimore, 5:00, 6:40, 8:30 A. M., 12:30, 5:34, 1:35, 6:45 P. M. On Sundays 8:20 A. M., 12:3, 5:30, 4:23, 6:45 P. M.

For Stations on Motropolitan, Bassal, 11.

6245 P. M. On Sundays 829 A. M., 1270, 539, 435, 6345 P. M. On Sundays 829 A. M., 115, 339, 423, 6345 P. M. For Stations on Metropolitan Branch, 4623 A. M., 115 P. M., for principal stations only; 10:10 A. M., 4123, 4329, and 19:43 P. M. For Gaithersburg and intermediate points, 19:00 A. M., 41230, 4340, 5523, 811230 P. M. For Boyd's and intermediate stations, 77:00 and 51090 P. M. Stopping at all stations on Metropolitan Bearch, 10:10 A. M., 4530, 7434, 5524, 5525 P. M., 5526 P. M. Sundays 1:5 P. M., 5520 P. M. For HAGERSTOWN, 410:10 A. M., 4530 P. M. For HAGERSTOWN, 410:10 A. M., 4530 P. M. For HAGERSTOWN, 40:10 A. M., 4530 P. M. For HAGERSTOWN, 40:10 A. M., 4530 P. M. Trains arrive from Chicago, daily, 7:20 A. M. and 5:15 P. M.; from Pittisburg, daily, 7:20 A. M. and 5:15 P. M.; from Chicago, daily, 7:20 A. M. and 5:15 P. M.; From Philadelphia, Chester, and Wilmington, 10:45 A. M., 2:56, 7:10, and 0:05 P. M., daily, From Singerly and Intermediate points over the Hallimere, 10:30 A. M. daily and 12:15 A. M. Sunday only.

sanday only.

Trains reave Baltimere for Washington at 0.20, 0.30, 7.25, 9.00, 9.00, 10.00 (45-minute train), 11.00 (45-minute train), 11.00 (45-minute train), A. M., 1915, 700, 100, 0.410, 5.00, 6.30, 0.30, 8.11, 8.30, and 11.00 P. M., On Sundays, 6.30, 9.30, 9.05, 1060 A. M., 115, 200, 410, 5.00, 6.30, 8.15, 8.30, and 11.00 P. M.

†Except Sunday, \*Daily, \$Sandays only.

Baggage called for and checked at hotels nd residences on orders left at Ticket offices 9 and 18M PENNSYLVANIA AVENUE. W. M. CLEMENTS, CHAS, O. SCULL, General Manager, Gen. Pass, Agent.

THE GREAT PENNSYLVANIA BOUTE TO
THENOITH WEST, AND SOUTH WEST,
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IN EFFECT MAY 13, 1888,
TRAINS LEAVE Washington from station,
corner ofth and B streets, as follows:
For Fittsburg and the West, Chicago Limited

corner oth and B streets, as follows:
For Fittsburg and the West, Chicago Limited
Express of Paince Steeping Cars at 9:50 a. m.
daily: Fest Line, 20th m. daily to Chrisimatiand St. Louis, with Steeping Cars at 9:50 a. m.
daily: Fest Line, 20th Steeping Cars from Harrisburg to Chalmant, and Buffet Car to St. Louis;
daily, except Saturday, to Chicago, Western Express, at 7:50 p. m. daily, with Steeping Cars
Washington to Chicago and St. Louis, and, except Saturdays, Barrisburg to Cleveland,
connecting daily at Harrisburg with through
Steepers for Louisville and Memphis, Pacific
Express, 10 p. m. daily for Pittsburg and the
West, with through Steeper to Pittsburg, and
Pittsburg to Chicago.
BALTIMORE AND POTOMAC RAILROAD.
For Eric, Canandaigua, Rechester, Buffalo,
Niagara, 10:30 p. m. daily, except Saturday,
with Falace Cars Washington to Rechester.
For Williamsport, Lock Paven and Elmira,
at 9:50 a. m. daily, except Sanuay.
For New York and the Eq. (7:2), 200, 11:00,
and H-30 a. m., 220, 340, 10:00, 201, 11:20, 201
On Sinday, 930, 11:40 a. m., 220, 240, 10:00, 201
and Dining Cars, 2:00 a. m. daily, except Sanuar
day, and 3:40 p. m. daily.
For Brocklyn, N. Y., all through trains con-

For Bosten Without change, C.00 p. m. every day
For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn
Annex, affording direct transfer to Falton
street, avoiding double ferringe across New
York etty.
For Philadelphia, 7:30, 9:30, 11:30, and 11:30, m. On
Sanday, 9:30, 11:30 a. m., 2:30, 4:10, 6:30, 10:30,
and 11:30 p. m. Limited Express, Parior and
Diring Cars, 9:30 a. m. week days, and 3:35 p.
m. daily.

and Halo p. m. Limited Express, Parlor and Dining Cars, 9:40 a. m. week days, and 3:30 p. m. daily and 2:30 a. m. week days, and 3:30 p. m. daily for lialtimore, 6:25, 7:20, 9:20, 9:20, 9:20, 9:20, 11:20, 11:30 a. m., 12:20, 2:20, 3:43, 4:10, 4:20, 4:40, 9:20, 9:20, 9:20, 11:30 a. m., 12:20, 5:34, 4:10, 6:30, 7:30, 19:20, and 11:30 p. m. On Sanday, 9:20, 9:34, 4:10, 6:30, 7:30, 19:20, and 11:30 p. m. daily except Sanday.

For Pope's Creek Line, 7:20 a. m. and 4:30 p. m. daily except Sanday.

For Annapolis, 7:20 and 9:20 a. m., 12:25, 4:30, and 6:30 p. m., daily, except Sanday.

Sandard, 9:30 a. m., 4:10 p. m.

ALEXANDRIA AND FREDERICKSBURG RAILWAY, AND ALEXANDRIA AND WASHINGTON RAILROAD.

For Alexandria, 6:30, 6:33, 8:36, 9:37, 10:37 a. m., 12:64 noon, 2:30, 4:30, 5:30, 8:30, 10:30, 8:36, 10:35, and 11:37 p. m. On Sanday, at 6:30, 9:47, 10:37 a. m., 2:30, 6:30, 8:30, and 10:30 p. m. Accommodations for Quantico, 5:30 p. m. week days.

For Richmond and the South, 6:30, 10:57 a. m., daily, and 6:37 p. m. daily, except Sunday.

Trains leave Alexandria for Washington, 6:30, 7:30, 8:30, 10:31, 10:37 a. m., 1:30, 8:30, 8:35, 5:10, 7:35, 0:32, 10:42, and 11:37 p. m. On Sunday at 9:10 and 11:37 p. m. On Sunday at 9:10 and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 p. m. On Sunday at 9:10 and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:30, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 7:35, 0:32, 10:42, and 11:37 a. m., 1:20, 8:30, 8:32, 5:10, 8:32, 8:30, 8:32, 10:42, and 11:37 a. m., 1:30, 8:30, 10:4

General Passenger Agent, CHAS E. PUGH, General Manager. CHESAPEAKE AND OHO ROUTE. Newport News and Mississippi Valley Com-

Newport News and Mississippi Valley Company,
Schedule in effect Nov. 13, 1887.
Trains leave Union Depot, 6th and B sts.
10:57 A.M.—For Newport News. Old Point Comfort, and Norfolk. Daily except Sunday. Arrive in Norfolk at 71 M.
11:24 A.M.—For stations on the Chesapsaku and Olio, in Virginia, West Virginia, and Kentucky. Daily except Sunday, Sleeping cars, Clifton Forge to Huntington.
5:30 P.M.—Fait western express daily. Solid train, with Pullman buffet sleeping cars to Louisville. Pullman service to Cincinnati, St. Louis, Memphis, and New Orleans.

Office M3 Penn. ave.

II. W. FULLER,
General Passenger Agent.

WILLARD'S HOTEL STABLES, Corner Fourteenth and D Streets Northwest